

There was a young girl named Pearl,
Who wanted to marry an earl.
But the earl always said
That an heiress they'd wed,
And she wasn't that kind of a girl.



**The Sassy Youngster Never Groans When Sliding Must Be Tried,
But Old Hans Wagner Rubs His Bones and Lets the Youngsters Slide**



So this poor little maiden, instead,
She married a shortstop named Ed.
Who gave her a home
This side of the town
And brought home the bacon and bread.

Doping The World's Series

Outfielders Seem To Be Slumping; Are Not Up To the Former Standard

Take Five Men Out of the Two Major Leagues and Best of the Outfielders Are
Hardly Up to Big League Specifications—Hooper is Best of the Lot.

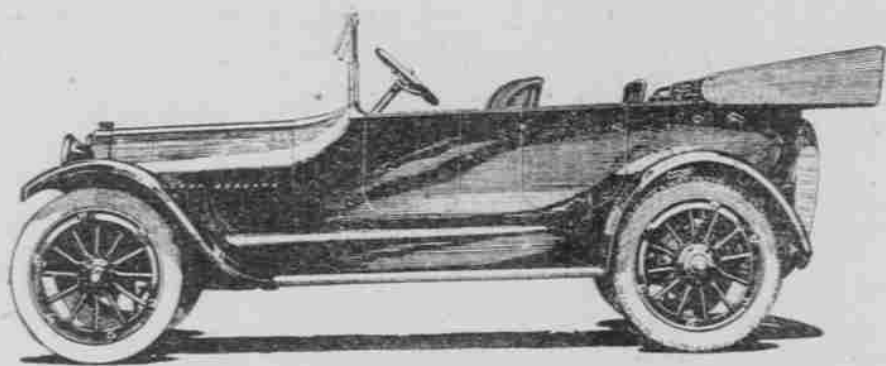
BY HUGH S. FULLERTON.

It seems to me, in studying the figures of the leading clubs of each league, player for player, that there is a decline in the individual ability of outfielders that finds no explanation. It appears that the older and better ones are gradually sliding backward, and that the new men are not up to the established standards. A glance down the batting averages will show what I mean more clearly than anything else. Take five men out of the two major leagues, and the remainder of the outfielders will be scarcely up to big league possibilities.

A decade or two ago, we supposed that an outfielder ought to be close to a .300 hitter to earn his pay, and now we find a dozen of them down below the .250 mark.

Among the right fielders we find some odd things. We discover, to our sorrow, that the best ones are giving way to time. Sam Crawford, who has honored the game by his presence and driven many young pitchers to drink and the league, no longer is the terror he was to American league boxmen. One would imagine that we would have to figure Sam as having slipped away back, and on calculate upon his work in the world's series. Don't do it, friends! Don't do it! The truth is that Sammy is not as effective as he once

(Continued on Last Page.)



Studebaker Six, Seven Passenger Touring Car \$1085

Announcement

There will be no change in the present series of Studebaker cars for several months to come. It has not been necessary to make any changes in Studebaker cars to increase their popularity or stimulate public demand.

Even with a great increase in Studebaker production from 5000 cars a month to 8000 cars a month, Studebaker cannot meet the present demand, and there is no indication that it will be able to meet the future demand for some time to come.

The present series of Studebaker cars were first announced to the public in June, 1915. Refinements and improvements were added in January, and the new series at that time called the "17" car.

Since then, no company has been able to dislodge the leadership of Studebaker in its class. No company has been able to offer greater value, higher quality, more power, greater beauty of line, or better riding qualities, than the public finds in the present series of Studebaker cars.

Seventy thousand of these cars have been sold since the original announcement, and the success of these cars in giving satisfaction and service

is the one thing which today makes it impossible for Studebaker to keep up with the steadily increasing demand.

The present series of Studebaker cars have been sold in all parts of the world—more particularly in all parts of the United States—and whether the service was in metropolitan centers or on the rough, Rocky Mountain stage routes of the far West, Studebaker cars in power, in stamina, in dependability, in exceedingly low repair and maintenance expense, have established a splendid reputation.

Seventy thousand owners testify to the worth of the present series of Studebaker cars. Is there a better guarantee for you to consider in making your investment in a motor car, and is there greater assurance that the buying of a Studebaker car is a real investment; and if you should care to sell it in the future, is there a better guarantee that you would be assured of the highest possible resale price?

We have just received a liberal shipment of new Studebakers. It will be a pleasure for us to go over the Golden Chassis of this car, point by point, and demonstrate the car against any competitor on any road.

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Six—\$1085
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By Briggs



BEN EARL SETS A NEW RECORD

Zomrect, Starting 2:18 Trot
Slowly, Finishes Later
Heats Brilliantly.

Columbus, Ohio, Sept. 27.—Within half a second of two minutes, Ben Earl Tuesday afternoon at the Columbus Grand Circuit races, won the middle heat of the Arch City stake and gave this event a new record for a single heat, the best previous time for a mile in it having been 2:32-1-4 by Frank Bogash, Jr., in 1915, and Peter Stevens in 1914. Ben Earl captured the event in straight heats.

Diameter set the pace in each heat but was unable to come home with the rush that Ben Earl displayed after squaring away in the stretch. Twice Jay Mill Mark finished close to the winning Omaha horse.

Zomrect, favorite for the 2:18 trot, had to score for the first heat in tenth position and finished fifth to Ridgemark, the second choice. In the second mile Zomrect took the lead and was favored by Ridgemark. To the half, Zomrect stepped in 1:01 2-4. Ridgemark breaking before getting there. All through the last quarter Zomrect came under restraint, but he took a record of 2:04 1-2. He won the next two heats easily.

Harrods Creek had no stiff opposition in the sweepstakes for three year old trotters. Little Frank U won the 2:35 race in straight heats, getting a record of 2:04 1-4 in the second.

TUCSON TO HAVE MARATHON RACE

Tucson, Ariz., Sept. 27.—The San Xavier marathon, Tucson's annual long distance running race, will be a track event the present year, and will be run the first day of the Southern Arizona fair, Thursday, October 26, on the half mile track at the fair grounds. It will be for ten miles, and the prizes will aggregate more than \$150. The first prize will be \$75.

Bill Ahrens, southwestern champion, will be in the race and probably Santiago, a Papago Indian, and Blackwater, a Pima, who took second and third places in last year's race. Entries may be made to manager Ralph E. Herron, care Arizona Daily Star, Tucson, fee of \$1.00 will be charged, payable the day of the race. All entrance money will be added to the purse. Entrants should be at least 18 years of age.

HITS UMPIRE WITH BOTTLE; IS INDICTED

Toledo, O., Sept. 27.—Charged with assault with intent to kill George Johnson, American Association umpire, Jacob Scholkey, 24 years old, was indicted by a grand jury here Tuesday. During the game with St. Paul at Swayne field last night, Johnson was struck in the head by a pop bottle thrown from the stand and rendered unconscious. He was in the hospital two days and it was feared for a time he could not recover.

WESTERN LEAGUE WINNERS WILL PLAY WITH LOUISVILLE

Omaha, Neb., Sept. 27.—The Omaha club, winners of the 1916 pennant of the Western league, will play a series of games with the Louisville club, league leaders in the American association, beginning October 4.

A double header will be played October 2 and 3. The team which has the first four games to its credit will win the series.

President Wilson is to be asked to attend one of the games while he is in Omaha.

SMITH OUTFIGHTS COWLER.

New York, Sept. 27.—"Gunboat" Smith outfought Tom Cowler of England in a ten round bout in Brooklyn Tuesday night. Smith weighed 177 1-4 pounds and Cowler 206 1-2.

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YOUR DELIVERY SYSTEM has always been to you a problem. A cause of worry and anxiety. Many have turned to the Ford, recognized as the cheapest and most efficient light car, but its carrying capacity of less than 900 lbs. has been a great handicap, yet on account of its low initial investment and its low cost of up-keep and operation, and its absolute dependability, thousands of merchants are using the Ford chassis with a delivery body of some kind.

We have taken the agency of the Ameston which will positively give you, with the engine and transmission of the Ford, at a remarkably low figure, the greatest possible satisfaction in delivery equipment.

SPECIFICATIONS

CAPACITY—Maximum 2000 lbs.

FRAME—160 inches long, 4 inch channel section, 2-16 inches thick, reinforced with gusset plates and cross members.

AXLE—Worm drive. Gear ratio 6.2:1.

PROPELLER SHAFT—Tubular with Universal joint.

SPRINGS—Semi-elliptic, eight leaves of special alloy steel, heavy duty type.

REAR TIRES—Solid rubber 32x3 1-2 inches, demountable.

BRAKES—5 inch internal expanding.

WHEELBASE—120 inch when attached to Ford engine and transmission.

TREAD—56 inch. Loading space back of driver's seat 8 feet 6 inches.

We are the only El Paso concern offering a worm drive rear axle as a part of a unit to convert a Ford into a truck. Experience has proven that worm drive is the cheapest in the long run.

Its maintenance cost is by far the lowest. Of 157 truck manufacturers, 91 use worm drive.

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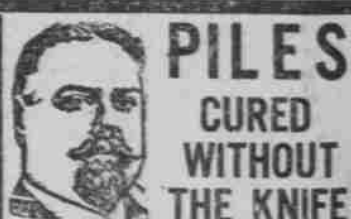
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"Lookey-here," says Friend No. 4 (yes, he's an old one) of DuBuque, Ia., "Do you realize that Tom Keene is the only cigar with that fragrant Presado Blend? Are you going to put up with less when TOM KEENE costs only a nickel?"

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